



DECEMBER 2002 NEWSLETTER

<>The Voice and Vision for VAPT<>

Editor: Bill Carr (Virginia Beach)

A Message from Our President, Barbara Goodman...



Who sets the example, what is the example, and who benefits? We have reached a point in our society that we are including the teaching of basic standards of conduct in our classrooms; and businesses and professional associations are adopting guidelines for ethics and professional conduct for its employees and members. For many of the people with whom I work, a person's word still is as good as a contract and a handshake requires no special legal representation.

Throughout civilization, people in positions of honor and respect have displayed poor leadership and even poorer judgment. One thing I have learned over the years is that you cannot force people to do the right thing through legislation and regulation. Those who want to do the right thing, most often will do it; others will figure out a way to get around it. Of course, there is a strong sentiment for "asking forgiveness rather than permission." In bureaucracies fraught with "red tape," perhaps this is the only way to get things done.

Recently, the National Association for Pupil Transportation published its ***Guidelines of Ethics and Professional Conduct for Members of the National Association for Pupil Transportation (NAPT)***.

NAPT says a member should strive for high standards in the areas of professional integrity, proficiency, and knowledge? When talking about integrity, the dictionary uses synonyms such as honest, trustworthy, responsible, or phrases such as a "keen sense of ethical conduct" or "a refusal to deceive in any way."

The Guideline published by NAPT states a member's primary obligation is "to be diligent, creative, independent, and competent in the performance of work in the pursuit of the student's transportation needs;" to "serve the public interest;" "to manage his or her business practices in accord with the guidance established by his or her employer, law, and principled practices;" and "treat fairly the professional views of qualified colleagues and members of other professions and address all sectors of the population with equal respect and support."

My fellow VAPT members exhibit the above-mentioned traits daily. I am convinced of this when I talk with members on the telephone, exchange e-mail messages, and interact at meetings.

Who sets the example? Our VAPT Officers, Regional Board Members, Committees and their Chairpersons, and the membership in general set the example. What is the example? The willingness to get involved without caring who gets credit; a willingness to sacrifice personal time to accomplish the goals of VAPT; a willingness to perform the work of VAPT with the utmost integrity, honesty, and trustworthiness; and a willingness to listen to all views and opinions are the examples.

Who benefits? The nearly one million students who are transported daily to the public schools in the Commonwealth; the parents and guardians who entrust their most precious possession to us; and each and every person in pupil transportation...all benefit from the examples we have set. Thank you VAPT. I hope you have a happy, healthy and safe holiday season.

Barbara

VAPT HISTORY

The third annual VAPT Conference was held at the Martha Washington Inn in Abington Virginia on October 16 and 17, 1979. One of the main workshops was a "Fuel Conservation Panel." The three panel members were Mr. Chauncey Logan, Supervisor of Transportation in Roanoke City, Mrs. Donna Walters, Driver Trainer, from Roanoke City, and Mr. Mike Eberhart with the Sun Equipment Corporation. Mechanics were transported to the Washington County School Bus Garage where they were instructed in the use of electronic equipment when tuning a gasoline engine. Mr. Clarence Gillespie, Assistant Supervisor of Pupil Transportation Services with DOE provided highlights of what was taking place at the state level. Some highlights were; pupil behavior, the 1980 school bus specifications, problems with speed control devices, and workshops on the installation of stop arms.

President: Bob Wilson, Washington County Schools

Vice-President: Roy Hopkins, Louisa County Schools

Secretary: Jack Jones, Chesterfield County Schools

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Robert Devers, Loudoun County

Richard Queensbury, Montgomery County Schools

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Regional Directors

Region 1	Harold Grimes, Henrico County
Region 2	Steve Washington, Hampton City
Region 3	Michael Ashby, King William County
Region 4	Mike Lunsford, Loudoun County
Region 5	Barbara Scott, Campbell County
Region 6	Rebecca Mummau, Montgomery County
Region 7	Michael Puckett, Russell County
Region 8	Ralph Moore, Charlotte County

VAPT WEBSITE: www.pen.k12.va.us/VDOE/Finance/VAPT



MEET OUR VAPT OFFICERS

June Eanes, Secretary



June, standing to the right in the above picture, grew up on a tobacco farm in Amelia County and has lived most of her life in Virginia. She earned a Master's Degree in Business Administration. June is active in a Baptist church where she plays piano every Sunday, sings in the Choir, and plays the hand bells. The Virginia Department of Education has been called home away from home for 33 years. If you look for June when she is not at DOE you will probably find her reading a book, cross-stitching or enjoying the outdoors. Her son, J.T., shares June's love of the outdoors and he works in the landscaping field.

Barbara Scott, Director

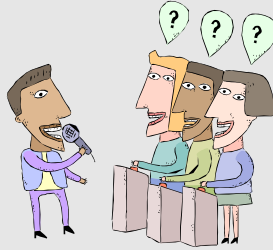


Barbara, known as an expert in pupil transportation she is also a member of the Campbell County Board of Social Services. She has five grandchildren and enjoys caring for them while her daughter is at work. Barbara attends their basketball, football and baseball games and drives them back and forth to cheerleading practice and to dance recitals. She is an active church member and enjoys having friends and family over for dinner. She is often in the kitchen, doing what she enjoys most – cooking and eating. Ha! Probably the most obvious thing about Barbara is her love for others. Her favorite food is anything with tomatoes and if you have a favorite recipe she would appreciate a copy! Cooking is her forte!



CONTEST WITH A PRIZE!!!

All Active Members May Enter



Name the VAPT Newsletter

It has been suggested we have a contest and offer the person submitting the winning name a one-year free VAPT membership. Please submit suggestions to Bill Carr, editor, bcarr@vbcps.k12.va.us your name suggestions no later than January 17.

HANOVER COUNTY SCHOOLS



Have you ever seen a transportation director going in circles in a Skid-Car? Well, at Hanover County the school system has purchased a Skid-Car they will begin using this year to train driver's education students, transportation car drivers, and transportation staff on how to safely maneuver during a skid situation. Mitzi Cruise, Director of Transportation, drove the Skid-Car and experienced the new "revolution."

The car is primarily used to train police and emergency personnel how to avoid skids and how to react if in a skid. Hanover County is the only public school system in the nation that uses the Skid-Car for driver's education training for students. Most districts do not have the space needed to use the car, which cost \$40,000, but it is worth every penny if just one death is prevented.

Training for this program includes a one-week classroom and behind-the-wheel curriculum. The Skid-Car is attached to the underside of a retired police car. The wheels are built onto a frame, which resembles a car on training wheels. A built-in computer system can lift the front of the car, the rear, or both which changes the traction level. It represents how tires hit the road. Students and staff will have the opportunity to create skid situations in an endeavor to learn how to safely maneuver driving in a skid situation.

VAPT SHIRT SALE

There are nice looking shirts available in various sizes and colors with costs ranging from \$25 for golf shirts to \$35 for button up dress shirts. VAPT caps are \$10. If you are interested in purchasing a shirt and/or cap please contact David Pace, dpace@vbcps.k12.va.us



REGION 4 DIRECTORS' REPORTS



Mike Lunsford, reports they met on November 13. The group discussed the proposed new regs as presented by June Eanes. Much discussion revolved around the need for additional transit training if the division is a total transit fleet. June encouraged comments on the new regs to be sent to her by November 25.

Region 4 members that attended the NAPT conference gave a report on the event and highlights of the activities.

A discussion was held concerning the VAPT conference and associated fees. The general feeling was the rates would have to rise which would not prohibit divisions from attending but would reduce the number of staff attending from each division. There was also a feeling that the statewide budget cuts would affect the attendance at the conference.

New Headstart regs were discussed with the divisions sharing how they are coping with the new regs.

A round table discussion was held concerning the affect of the sniper on school programs.

REMEMBER?



1947 Augusta County

If you are interested in photographs of old Virginia school buses, contact Bill Carr at

bcarr@vbcps.k12.va.us





NATIONAL NEWS FROM THE NATIONAL ASSOCIATION OF STATE DIRECTORS OF PUPIL TRANSPORTATION SERVICES

DOT's Docket Management System

The United States Department of Transportation maintains one of the best electronic/internet Docket Management Systems in the government. Since all letters that are sent to the government are now screened for anthrax, using the Postal Service to send information to the government does not provide a timely means of communication. Two alternatives for sending information to the public docket exist – using private delivery services, such as Fed Ex, UPS, etc, or filing comments via the Internet.

In addition to filing comments to a public docket via the Internet, the Docket Management System can be used to view comments that others have made to the docket, as well as reading documents placed in the docket by the government. Using the DOT's Docket Management System is extremely easy. Simply follow the following steps.

1. Go to the Docket Management System web page – <http://dms.dot.gov> (Note that there is no “www” in the website address.)
2. On the home page, click on “Search.”
3. On the next page, type in the 4- or 5-digit docket number (For example, if the docket number is NHTSA-2002-1234, type in “1234,” if the docket number is NHTSA-2002-12345, type in “12345.”) Then click on “Search.”
4. On the next page, you will see a list of all of the documents that have been submitted to that public docket. Select the document you want and click on it to view. You can download the documents as a “pdf” file.
5. If you wish to use the Docket Management System for filing comments to a docket, on the home page click on “Help & Information” and follow the instructions for filing the comments electronically.

The Multifunction School Activity Bus

During the opening session of the NASDPTS Annual Conference in Greensboro, Annette Sandberg, Deputy Administrator of the National Highway Traffic Safety Administration (NHTSA), announced the publication of a Notice of Proposed Rulemaking (NPRM) to create a new vehicle category-a Multifunction School Activity Bus (MFSAB). The MFSAB would be required to meet all of the Federal Motor Vehicle Safety Standards (FMVSSs) that apply to school buses, with the exception of FMVSS No. 108 (warning lamps) and FMVSS No. 131, (stop signal arms).

NHTSA issued this NPRM in order to create a subcategory of school bus that would NOT be used for to-and-from school trips. Rather, the MFSAB would be available for a wide range of other trips provided by various organizations. For example, the MFSAB could be used by childcare facilities to drop off children at school at the beginning of the school day or pick them up at the end of the school day and

drop them off at the childcare center. It also could be used by traditional schools to transport students from school to extracurricular activities and back to the school, and by coordinated transportation systems to provide a wide range of transportation services that could include transporting children to and from Head Start Programs and transporting senior citizens to social service facilities.

NHTSA proposed that the MFSAB would be limited to school buses with a gross vehicle weight rating of 15,000 pounds or less. While NHTSA acknowledges that every state has laws that mandate the use of warning lamps required by FMVSS No. 108 and the stop signal arms mandated by FMVSS No. 131, and that to use an MFSAB for “to-and-from school” trips would violate state laws, the agency still expressed concern that there was a potential for misuse among some schools that would use an MFSAB for “to-and-from school” trips, and children would be denied the safety benefits of warning lamps and stop signal arms in controlling traffic at school bus stops. The State Directors Association disagrees with NHTSA’s concerns about the potential for misuse. Given that a school would be violating state laws by operating an MFSAB in “to-and-from school” operations, we believe schools would not purposefully expose themselves to the increased liability risks that would result from such an action.

That State Directors Association will be providing comments to NHTSA on this NPRM and encourages others to also do so.

A copy of the NPRM can be viewed at <http://dms.dot.gov>. The docket number is NHTSA-2002-13704. The comment closing date is January 6, 2003.

EPA – New Ideas and Initiatives

During the past two years, a number of clean air advocacy groups have released reports claiming that diesel-powered school buses pose a health risk to children. The fact of the matter is that these reports are based on “studies” that have either been discredited or are of questionable bias. To date, there has only been one study conducted by a governmental agency, as opposed to a clean air advocacy group, on health risks of children on school buses. That study, conducted using Environmental Protection Agency test protocol and an EPA-approved test laboratory, concluded that there were no health risks to children on diesel-powered school buses. The State Directors Association and other members of the school bus transportation industry have long expressed the belief that common sense and good science dictates that before decisions are made on an issue where there are conflicting studies, all studies should be scientifically reviewed by qualified organizations to determine the “facts.” It is also important to remember that diesel-powered school buses make up a relatively small percentage of the diesel-powered vehicles on the road. As such, undertaking measures to reduce the emission levels of diesel-powered school buses, as opposed to other diesel-powered vehicles, will result in a relatively small improvement in the overall air quality.

Nevertheless, the State Directors Association believes it is appropriate for the school bus transportation industry to be “good citizens” and to take whatever actions are reasonable and practicable to reduce the emission levels of all school buses.

During September/October 2002, the United States Environmental Protection Agency (EPA) announced various Clean School Bus Programs. EPA believes that the technology currently exists to meet most of the emission levels that become effective in 2007. Accordingly, EPA would like to do everything possible to incorporate these new technologies into the school bus fleet sooner rather than later. By so doing, the benefits to the environment would start accumulating sooner. The specific goals of the EPA programs are to:

1. replace all 1990 and older school buses;
2. retrofit all 1991 and newer school buses; and

3. promote reduced-idling programs

EPA is a strong advocate of diesel technology, and believes clean diesel technology is the most promising means of reducing emissions in all types of diesel-powered vehicles.

While some of the earlier EPA statements about its Clean School Bus Programs included references to the potential health effects of current diesel technology on school children, members of the school bus transportation industry have met with EPA officials to clear up such statements. As a result of those concerted efforts, EPA now understands the importance of recognizing the safety record of school buses and the fact that there are no data to suggest that current diesel-powered school buses pose any unique health risks to school children.

During the NASDPTS Annual Conference in Greensboro, Greg Green, Director of Certification and Compliance at EPA, discussed the EPA Clean School Bus Program and how it is based on other successful programs in the heavy truck area to utilize new engine technologies. He also explained that the Clean School Bus Program is designed to include the school bus transportation industry in its further development and implementation.

Accordingly, the State Directors Association will be an active participant in EPA efforts in the area of school buses. We believe our industry must maintain a continued involvement in the structure, development and implementation of the program. This involvement will allow us a full voice to ensure that the program goals and objectives are feasible and practicable, and that no negative or misleading impressions of school buses or school bus transportation occur.

